

How to Provide Temporary Cycle Parking at Events?

Background to Cycling in London

Cycling in London is becoming more and more popular. A 93% growth has been witnessed on the Transport for London Road Network since 2000. Everyday more people use their bike to commute to work, visit friends or go shopping. There are many different reasons and motivations for cycling, such as, saving money and time, door-to-door access or to improve health. To ensure further growth in cycling different measures and campaigns have to be developed. New sections of Londoners and their behaviour have to be targeted to increase the modal share of cycling. TfL has identified events as a growth area to attract more cyclists onto the road, which benefits London as a whole.

Events in London

London is host to a very large number of planned events, festivals and carnivals which range from a couple of hundred people to carnivals with 1 million+ visitors. These events range from cultural celebrations, music festivals, sports events to family fun days.

Events can be a cause of major congestion on the road and public transport network. Many events are occurring over the weekend where traffic levels are generally lower but the end of an event can easily cause congestion and inconvenience to other users of the roads and the public transport network. It is therefore in the interest of organisers, venues, spectators and local residents that those attending or participating in events find new ways to disperse quicker to reduce the impact on the road and public transport network.

Cycling to Events

Promoting cycling to events could reach a new audience who does not cycle regularly. People who are not willing to commute by bike everyday might be encouraged to cycle to an event, if it is significantly advantageous to them. Similarly, organisers should have a vested interest in attracting and catering for one of the fastest growing segments in London: cyclists.

The main hurdles for promoting cycling to events is the lack of confidence that secure cycle parking will be available at event locations. It might not be feasible to build permanent cycle parking at event locations which are maybe only used once or twice a year. Therefore, at events where cycling could be an attractive option, it is essential to promote the provision and usage of quality temporary cycle parking at events which is trusted by bike owners around London.

The major barrier to event organisers and venue operators is a lack of information on how to order and design temporary cycle parking. This briefing note is to overcome

this barrier by providing a clear and straightforward guide on how to provide cycle parking at an event.

Temporary Cycle Parking Options

This briefing covers three different types of temporary cycle parking: (1) **temporary cycle parking stands**, (2) **temporary cycle parking using lightweight pedestrian barriers** and (3) **temporary cycle parking using scaffolding**.

The following table provides a simple suggestion on when to use the different systems:

Type of Cycle Parking	Size of Event (no of bikes)
Stands	Small (<100)
Barriers	Medium - Large (>101 – 400+)
Scaffolding	Large (>400)

Table 1: Suggested usage of different temporary cycle parking options

The modal share of cycling in London is currently 2%¹. It is recommended that enough temporary cycle parking is provided for 1-2% of the expected attendees. At an event the usage of the cycle parking should be observed to possibly adjust the provision of cycle parking inline with the current growth in cycling. Adjustments to the provision of cycle parking should be made depending on the nature of the event.

¹ London Travel Report 2007

1) Temporary Cycle Parking Stands

This method is recommended at smaller events but can be used at other events too. To our knowledge, cycle parking stands (photos 3&4) can be rented from various distributors of cycle parking infrastructure, such as, Broxap, Freedom City and Cycle-Works, but please look for other companies who might offer this service. The delivery and setting up costs represent the main cost of the temporary cycle parking.

Advantage

- The advantage of the temporary cycle racks is that bicycles are secured at two different points, look more professional and take up less space.

Disadvantage

- The main disadvantage is the higher cost compared to the temporary cycle parking using barriers or scaffolding. At the moment there is a lack of suppliers providing this service and the few available suppliers have a very low stock of cycle parking racks available for hire. Therefore, it is recommended to use this option at smaller events.

The following pictures show how temporary cycle parking stands were set up for a conference at “The Brewery” venue near the Barbican.



Photo 1: Delivery of temporary cycle parking stands



Photo 2: Temporary cycle parking stands

The cycle parking stands in the photo are called “Sheffield Stands”. They are widely used around the UK and they are recommended by TfL’s Cycling Centre of Excellence. 2 bikes can be parked per “Sheffield Stand”, in total 10 bikes can be parked per rack.

2) Lightweight Pedestrian Barriers

Lightweight barriers are traditionally used as crowd control barriers, however with their ease of handling and strength they can also be used as temporary cycle parking. There are a variety of different barrier types and sizes on the market. In general all barriers should have a formed tubular frame. When using it for cycle parking it is recommended to have a solid bar infill instead of a welded mesh as the bike's handle bar and the pedal might not fit through the mesh.

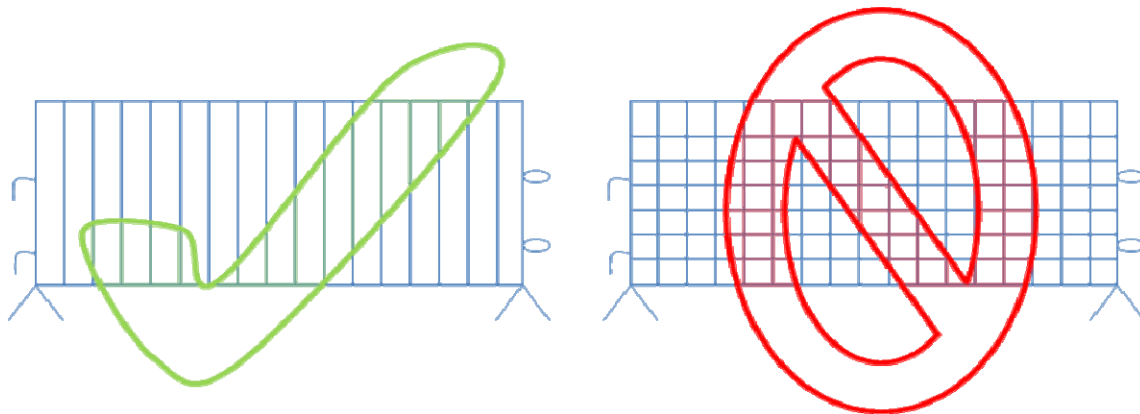


Figure 1: Solid bar infill (left figure) is recommended over welded mesh (right figure).

Advantage

- They are cheaper than cycle stands and they are widely available as many companies hire them out.
- The barriers can be set up very quickly as they just have to be dropped off.
- Bikes can be secured at two points.

Disadvantage

- The barriers are fairly light and could be carried away easily overnight if the area is not secured.
- They are not very aesthetic and without a specific sign people might not notice that they can park their bikes at the barriers.

The following photos show how temporary cycle parking using light weight pedestrian barriers was set up at the “Innocent Village Fete” in Regent’s Park. The barriers you see in the photos are “GT Lightweight Portable Barriers” which are 2.59m long, 1m high (excluding feet) and weigh 17kg. 2-4 bikes can be parked per barrier.



Photo 3: Temporary Cycle Parking using Lightweight Barriers



Photo 4: Temporary Cycle Parking using Lightweight Barriers

3) Temporary Cycle Parking using Scaffolding

This is a widely used method at professional cycle events such as the Tour de France or the Tour of Britain. Standard scaffolding tubes are bolted together to provide cycle parking for hundreds of cyclists (see design diagram on p.8 and photos on p.9).

Advantage

- It can be provided on a very large scale and most scaffolding companies are able to provide the service for a fair price.
- Corex banners could be attached to the A-Frames for branding or promotions.

Disadvantage

- The bikes can only be locked securely at one point. Therefore it is strongly advised to have security staff observing the cycle parking or alternatively to create a secure cycle parking area.
- Safety considerations will influence siting, location and construction of the structure.

Secure Cycle Parking Area

A secure cycle parking area is a designated area which is surrounded with fencing and only has one entrance/exit. Additional security could be provided by:

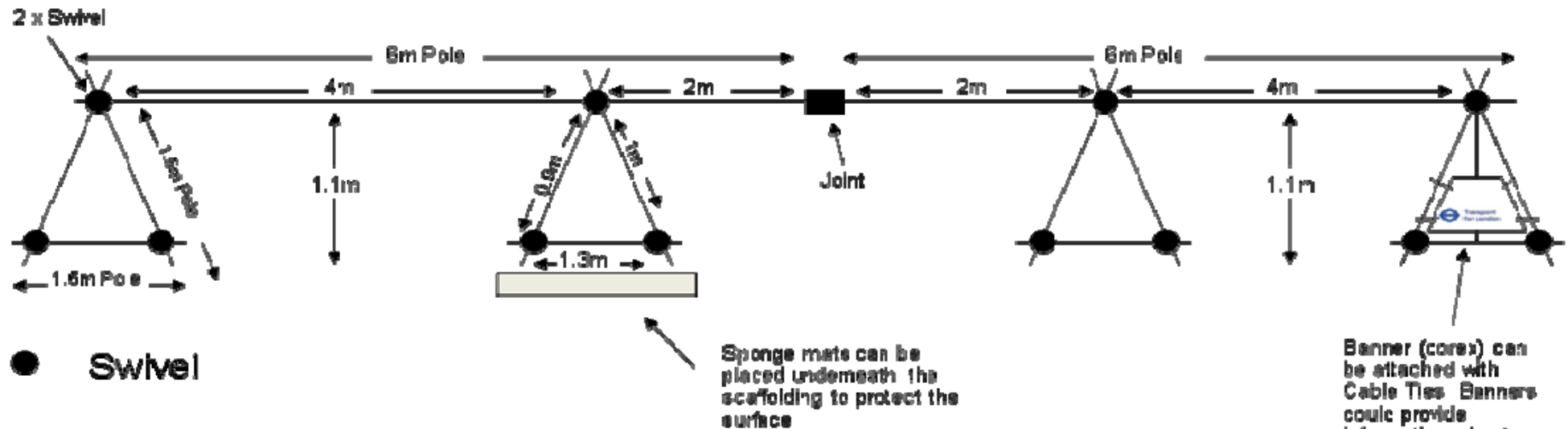
- Security Staff controlling the entrance/exit of the park.
- Tagging bikes with a number and the owner can only leave the cycle park with the bike if a tag with the matching number is presented.
- Recording the name and mobile phone number of the bike owner, to contact the owner when the park is closing. This system of registration has been successfully used at the Tour of Britain to reduce potential problems with contacting the owners and recovering the bikes from the secure cycle parking area.
- Standard “Mesh Fencing” (3.5m wide x 2m high) can be used to surround the temporary cycle parking. Additional branding could be attached to the fencing.

How to order it?

The following diagram provides a suggested design for temporary cycle parking using scaffolding. The design was used by TfL’s Active Travel Development Team. 6 x 1.5 metre and 1 x 6 metre poles were bolted together to provide space for 10-11

bikes per 6m poles. Most scaffolding hire companies should be able to provide the service when presented with the design suggestion. The scaffolding hire company should be able to provide the fencing or suggest where the fencing can be hired.

Cycle Parking made out of scaffolding



● Swivel

Some Advice:

- The 6m poles should not be higher than 1.1m otherwise the bikes would be swinging around because they are not touching the surface with their front wheel
- The distance between the triangles should not be more than 4m. This reduces the bend of the 6m pole when it is fully loaded
- Approximately 20-22 bikes (10-11 per 6m pole) can be locked with the set up above when their front wheels face the same direction. More bikes could be stored when the direction of each front wheel is alternated; due to the close proximity of the bikes damages are far more likely.
- Triangles could be assembled in the warehouse to speed up the setting up process on site.
- 16 m² should be allocated per 6m pole which includes a 1.5m empty space which should be left between the structures to ensure that users can access the cycle parking safely.



Photo 5: Temporary cycle parking using scaffolding



Photo 6: Temporary cycle parking using scaffolding

Some Advice

- It should always be made clear that the cycle parking is temporary and not permanent. This is particularly important with the temporary cycle parking stands as users can easily miss that the parking is temporary.
- The closing time of the temporary cycle parking should be clearly displayed. This is to prevent cyclists from leaving their bikes parked over night.
- Please consult your legal adviser about the legal situation between the bike owner and the cycle parking operator.
- Please speak to your insurance advisers to find out about the relevant insurances you or your supplier should have.
- Always promote cycling on the webpage, ticket and invite of the event as a recommended travel option to the event.
- On the invite / webpage of the event it should be made clear that cyclists have to bring their own locks.
- The Location of the cycle parking is key. The location should be agreed with key stakeholders including the event organisers, local authorities and police agencies.
- It is recommended to always check prices with different suppliers as they can vary significantly depending on order quantity, event location and time of year. The growing demand for temporary cycle parking at events could reduce the prices for the different options and businesses could come up with innovative designs for cycle parking at events.

Disclaimer: "In providing ideas and suggestions in relation to suppliers of and designs/use of temporary cycle parking, TfL in no way accepts any responsibility or liability for the quality or performance of any temporary cycle parking nor for any claims that may arise as a result of organising or using temporary cycle parking and it remains the responsibility of the events organisers to satisfy itself that the design and performance of the temporary cycle parking is fit for its intended purpose."